

SCIP #11
GRANT

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Wyoming CODE# 061-86730

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/07/08

CONTACT: Terry Huxel PHONE # (513) 821-3505

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 821-7952 E-MAIL thuxel@wyoming.oh.us

PROJECT NAME: Congress Run Road Improvements

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant ~~\$380,000.00~~ 690,000 FDC
☐ 2. Loan \$
☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater
690,000 FDC

TOTAL PROJECT COST: \$ ~~2,300,000.00~~ 1,150,000 FDC

FUNDING REQUESTED: \$ ~~1,380,000.00~~

2008 SEP 19 PM 12:26
OFFICE OF NEW DURLINGTON
COUNTY ENGINEER

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 690,000

SCIP LOAN: \$

RLP LOAN: \$

LOAN ASSISTANCE: \$

RATE: % TERM: yrs.

RATE: % TERM: yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program

☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C /C

Local Participation %

OPWC Participation %

Project Release Date: / /

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved: / /

SCIP Loan RLP Loan

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

1,150,000 FDC
~~\$ 2,300,000~~ .00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

1,150,000 FDC
~~\$ 2,300,000~~ .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	<u>460,000</u> FDC \$ <u>920,000 .00</u>	<u>40</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	<u>460,000</u> FDC \$ <u>920,000 .00</u>	<u>40</u>
d.) OPWC Funds	<u>690,000</u> FDC	
1. Grant	\$ <u>1,380,000 .00</u>	<u>60</u>
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	<u>690,000</u> FDC \$ <u>1,380,000 .00</u>	<u>60</u>
e.) TOTAL FINANCIAL RESOURCES:	<u>1,150,000</u> FDC \$ <u>2,300,000 .00</u>	<u>100%</u>

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the **Chief Financial Officer** listed in section 5.2 certifying all **local share funds** required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Congress Run Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Entire length of Congress Run Road from Galbraith Road to Hilltop,
in the City of Wyoming.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

- 1.) Full depth pavement removal and replacement; widening to 21 ft.
- 2.) Curb removal and replacement; add new curb
- 3.) Replace/Add new storm catch basins
- 4.) Upgrade existing storm sewer
- 5.) Install new storm sewer system
- 6.) Seeding and Mulching as necessary
- 7.) Driveway apron replacement as necessary
- 8.) New 8" watermain
- 9.) New hydrants

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is approximately 3500 LF. The width of the existing roadway is approximately 16-18 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1600 Year: 2000 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT

1,150,000 FDC
\$ ~~2,300,000~~ .00

TOTAL PORTION OF PROJECT NEW/EXPANSION

\$ _____ .00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>07 /15 /08</u>	<u>11 /30/09</u>
4.2 Bid Advertisement and Award:	<u>12/01/09</u>	<u>12/30/09</u>
4.3 Construction:	<u>02/01 /10</u>	<u>12/31/10</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Robert Harrison
TITLE	City Manager
STREET	800 Oak Avenue
CITY/ZIP	Wyoming, Ohio 45215
PHONE	513-821-7600
FAX	513-821-7952
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	Jenny Chavarria
TITLE	Director of Finance
STREET	800 Oak Avenue
CITY/ZIP	Wyoming, Ohio 45215
PHONE	513-821-7600
FAX	513-821-7952
E-MAIL	

5.3 PROJECT MANAGER

TITLE	Terry Huxel
STREET	Director of Public Works
CITY/ZIP	800 Oak Avenue
PHONE	Wyoming, Ohio 45215
FAX	513-821-3505
E-MAIL	513-821-7952

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

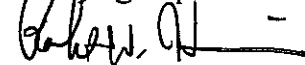
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Robert Harrison, City Manager

Certifying Representative



9/18/2008

Signature/Date Signed

Engineer's Estimate

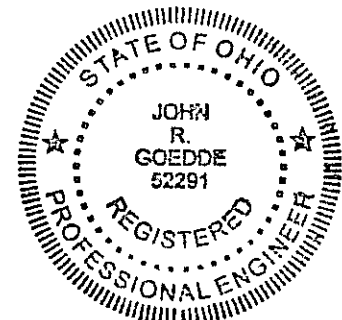
CONGRESS RUN ROAD CITY OF WYOMING

DESCRIPTION	QUANTITY	UNIT	PRICE	COST
Tree Removed/Clearing	1	LS	\$ 30,000.00	\$ 30,000.00
Excavation/Pavement Removed	6400	CY	\$ 25.00	\$ 160,000.00
Driveway Apron (remove & replace)	1100	SY	\$ 60.00	\$ 66,000.00
Curb Removed	4000	LF	\$ 5.00	\$ 20,000.00
Catch Basins/Manholes Removed	6	EA	\$ 500.00	\$ 3,000.00
Pipe Removed	500	LF	\$ 10.00	\$ 5,000.00
Excavation, incl. Embankment (undercut)	1000	CY	\$ 50.00	\$ 50,000.00
Concrete Pavement	3500	SY	\$ 60.00	\$ 210,000.00
Aggregate Base	1200	CY	\$ 50.00	\$ 60,000.00
Asphalt Concrete Base	450	CY	\$ 160.00	\$ 72,000.00
Asphalt Concrete Surface Course	200	CY	\$ 180.00	\$ 36,000.00
6" Underdrain	2000	LF	\$ 15.00	\$ 30,000.00
12"-15" Conduit	2500	LF	\$ 100.00	\$ 250,000.00
18"-24" Conduit	500	LF	\$ 150.00	\$ 75,000.00
Concrete Headwall	3	EA	\$ 3,000.00	\$ 9,000.00
Catch Basin	16	EA	\$ 3,000.00	\$ 48,000.00
Manhole	8	EA	\$ 3,000.00	\$ 24,000.00
Concrete Curb	7000	LF	\$ 14.00	\$ 98,000.00
Guardrail	800	LF	\$ 20.00	\$ 16,000.00
Maintain Traffic	1	LS	\$ 25,000.00	\$ 25,000.00
Construction Layout Stakes	1	LS	\$ 28,000.00	\$ 28,000.00
Seed & Mulch Restoration incl. Topsoil	2000	SY	\$ 10.00	\$ 20,000.00
Utility Conflicts (water line adjustments including new fire hydrants)	1	LS	\$ 665,000.00	\$ 665,000.00
Contingencies	1	LS	\$ 300,000.00	\$ 300,000.00
TOTAL ESTIMATED COST				\$ 2,300,000.00

*I hereby certify this to be an accurate estimate of
the proposed project. The useful life of this project
is 30 years.*


John R. Goedde, P.E.
JMA Consultants, Inc.

9-16-08
Date





CITY OF WYOMING •

800 OAK AVENUE • WYOMING, OHIO 45215 • (513) 821-7600

STATUS OF FUNDS CERTIFICATION

The City of Wyoming will utilize \$460,000 from its local budget for its participation in the Congress Run Road Improvements Project.

Jennifer M. Chavarria
Finance Director
City of Wyoming

12/3/08
Date Signed



CITY OF WYOMING •

800 OAK AVENUE • WYOMING, OHIO 45215 • (513) 821-7600

Jennifer L. Vatter
JMA Consultants, Inc.
4357 Harrison Avenue
Suite 100
Cincinnati, Ohio 45211

September 17, 2008

Dear Ms. Vatter:

The City of Wyoming will issue Bond Anticipation Notes for the Congress Run Road Improvements, Brooks & Jewett Improvements, and Chisholm Trail Improvements Projects.

Sincerely,

Jennifer M. Chavarria
Finance Director
City of Wyoming

RESOLUTION NO. 24-2008

**RESOLUTION AUTHORIZING THE CITY MANAGER TO MAKE
APPLICATION FOR FISCAL YEAR 2009 STATE CAPITAL IMPROVEMENT
PROGRAM FUNDS AND IF FUNDS ARE AWARDED TO EXECUTE GRANT
AGREEMENTS ON BEHALF OF THE CITY**

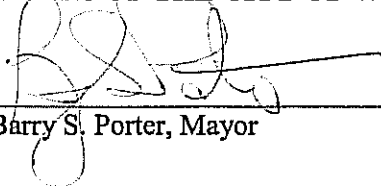
WHEREAS, the Council of the City of Wyoming has determined it would be in the best interest and to promote the general welfare of the community to apply for 2009 State Capital Improvement Program Funds and if funds are awarded to execute a grant agreement or agreements on behalf of the City.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE
CITY OF WYOMING, OHIO:**

Section 1. That the City Manager is hereby authorized to make application(s) for State Capital Improvement Program (SCIP) funds for fiscal year 2009.

Section 2. That if funds are awarded, the City Manager is hereby authorized to execute a grant agreement or agreements on behalf of the City.

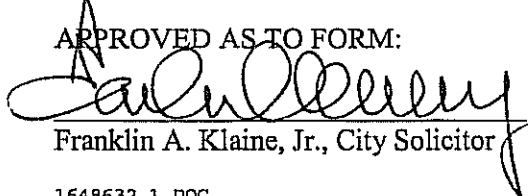
**PASSED IN THE COUNCIL CHAMBERS OF THE CITY OF WYOMING,
OHIO, THIS 21st DAY JULY, 2008.**


Barry S. Porter, Mayor

ATTEST:

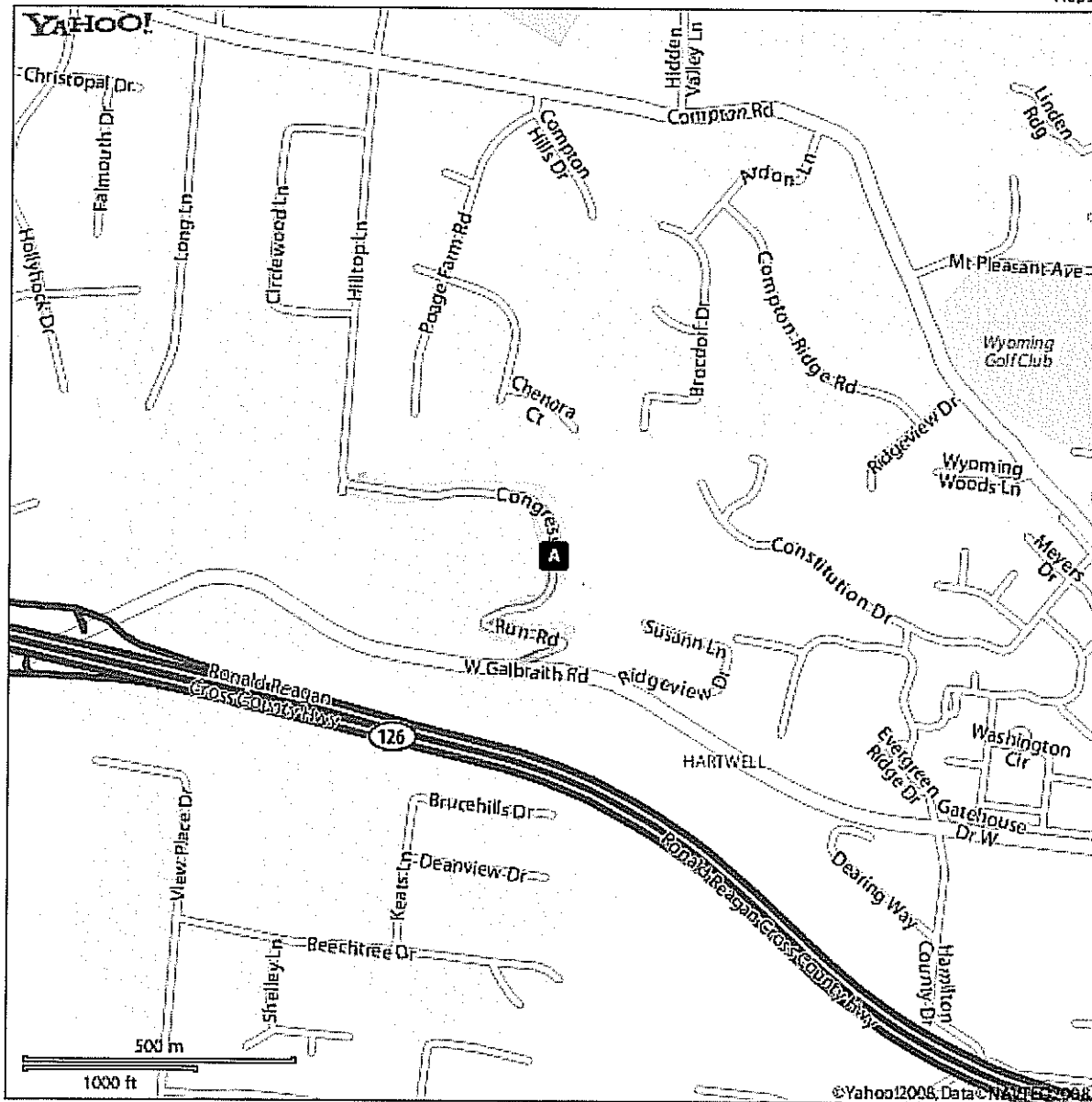

Patricia A. Colver
Clerk of Council

APPROVED AS TO FORM:


Franklin A. Klaine, Jr., City Solicitor

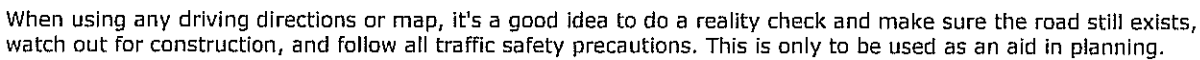
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Map of Congress Run Rd, Wyoming, OH 45215

YAHOO! LOCAL
Maps

When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.

YAHOO! LOCAL
Maps





Congress Run
City of Wyoming



Congress Run
City of Wyoming

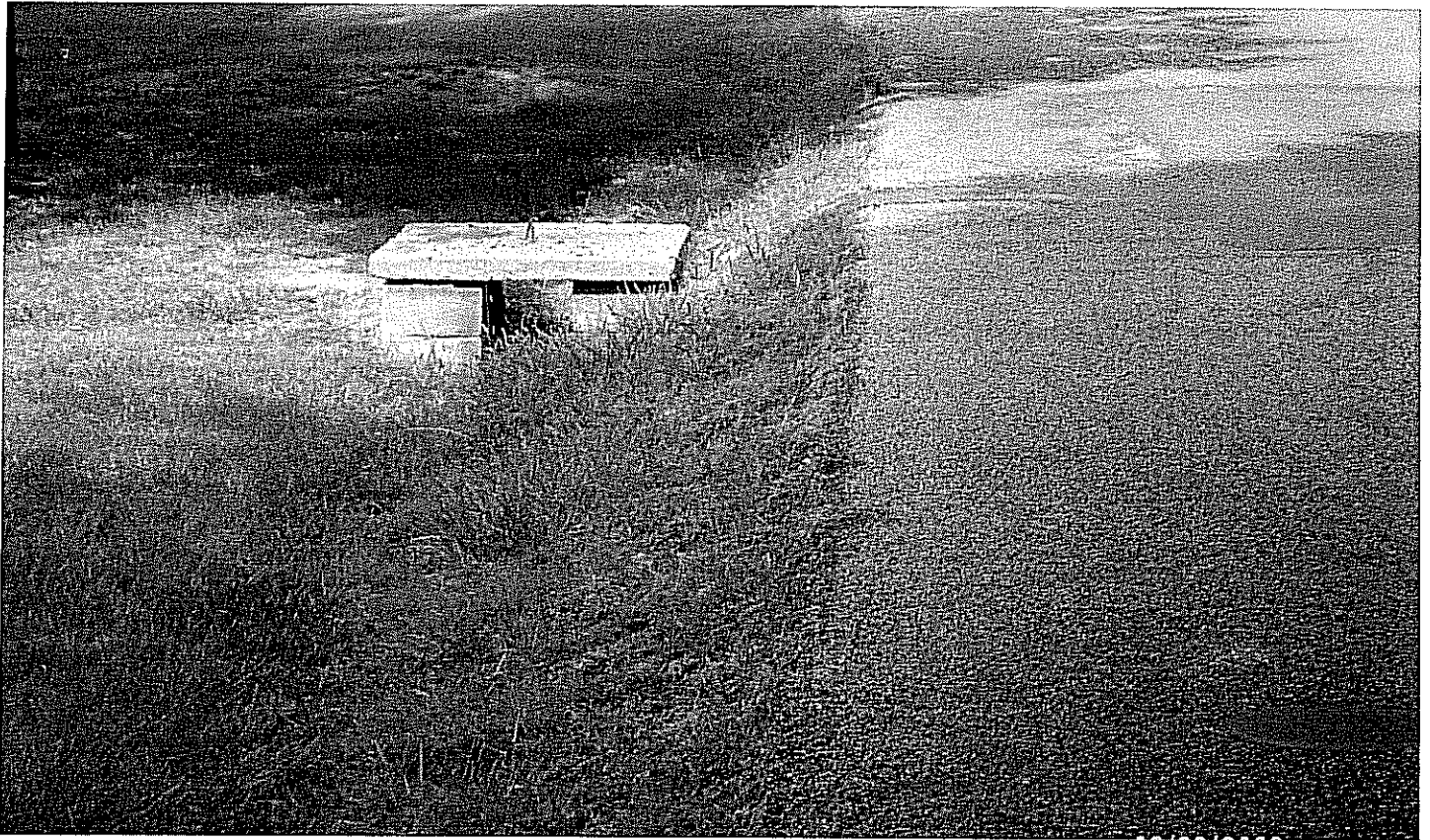


Congress Run
City of Wyoming



Congress Run
City of Wyoming

- Note sight distance problem



Congress Run
City of Wyoming



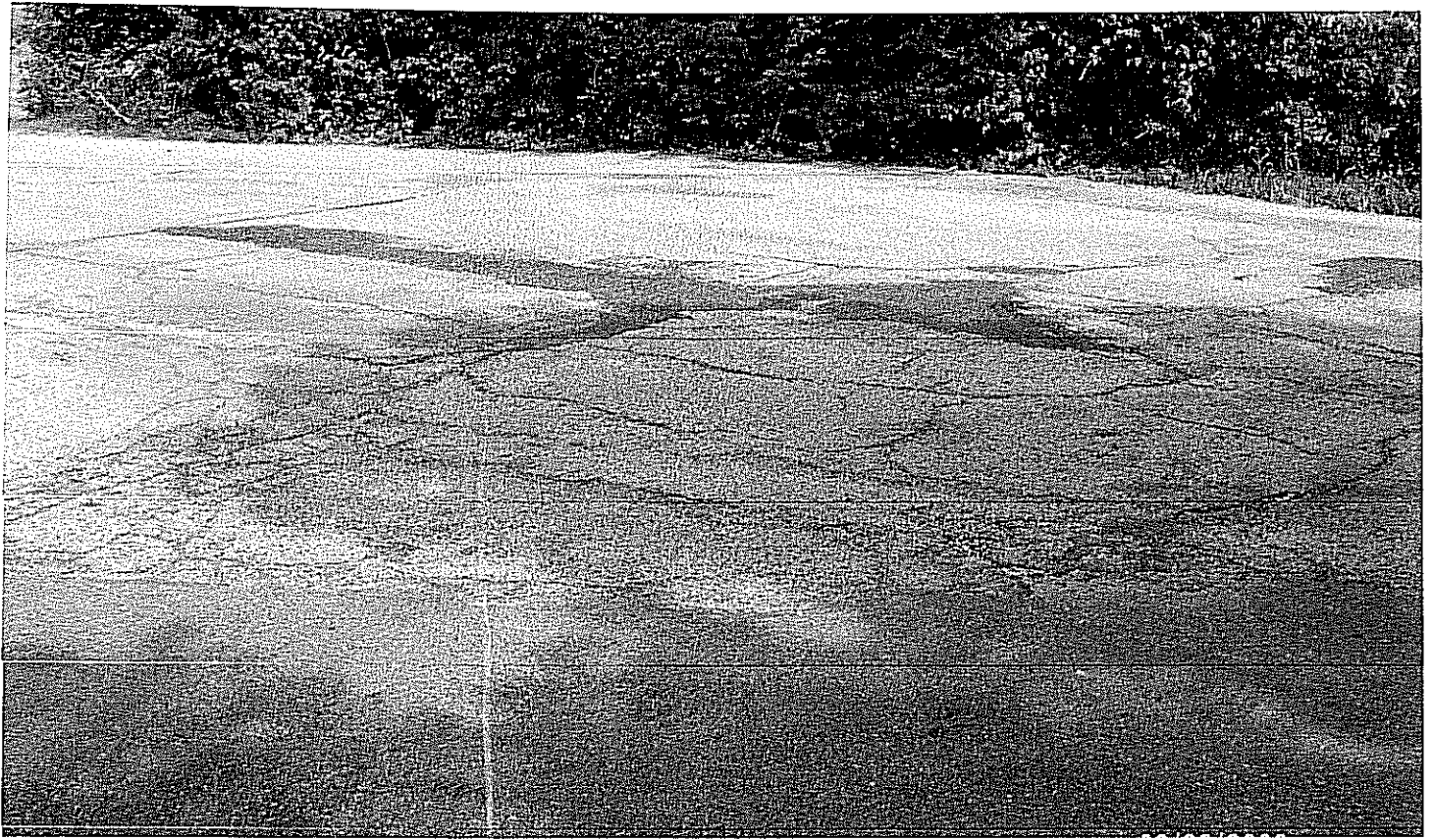
Congress Run
City of Wyoming



Congress Run
City of Wyoming



Congress Run
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Congress Run
City of Wyoming



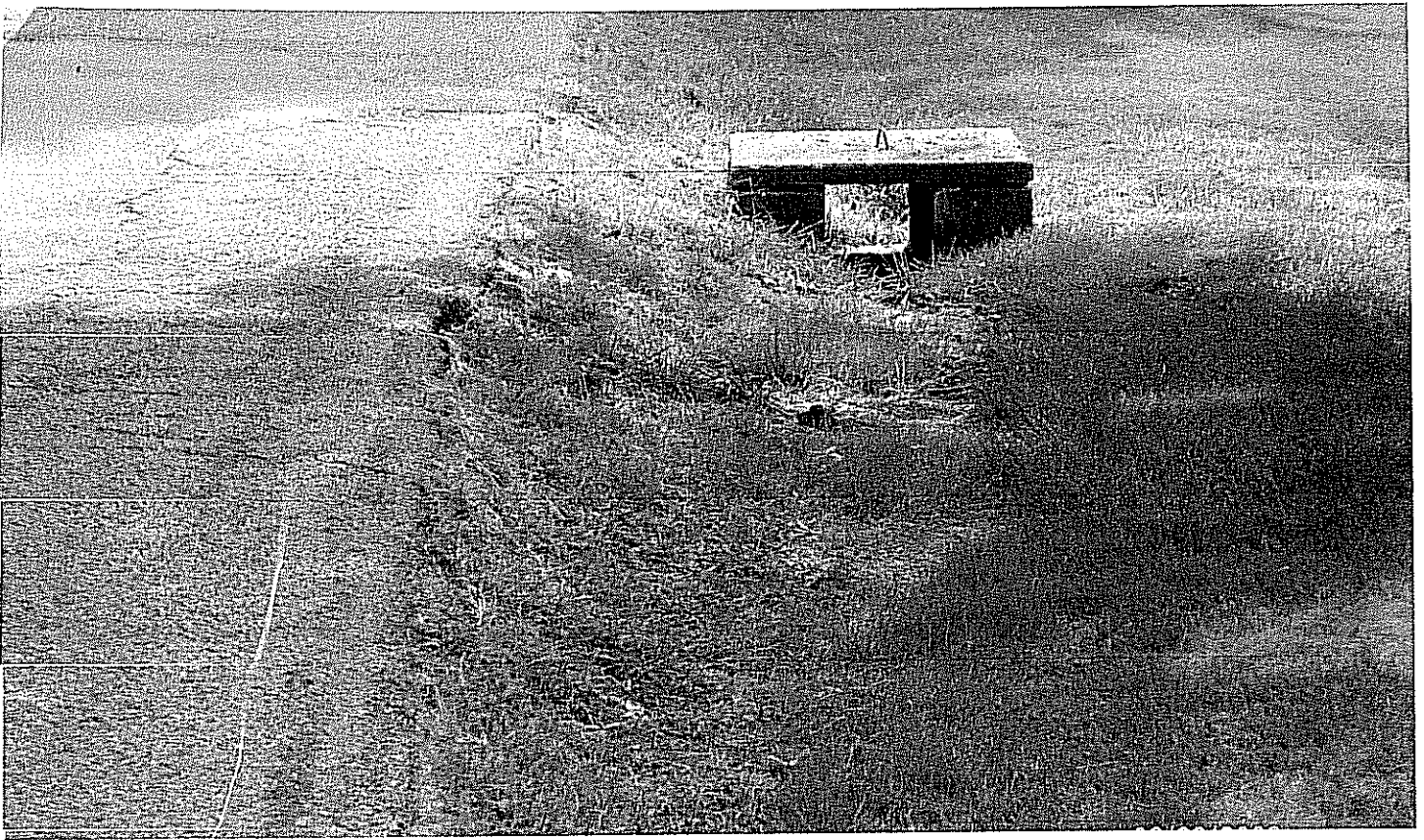
Congress Run
City of Wyoming



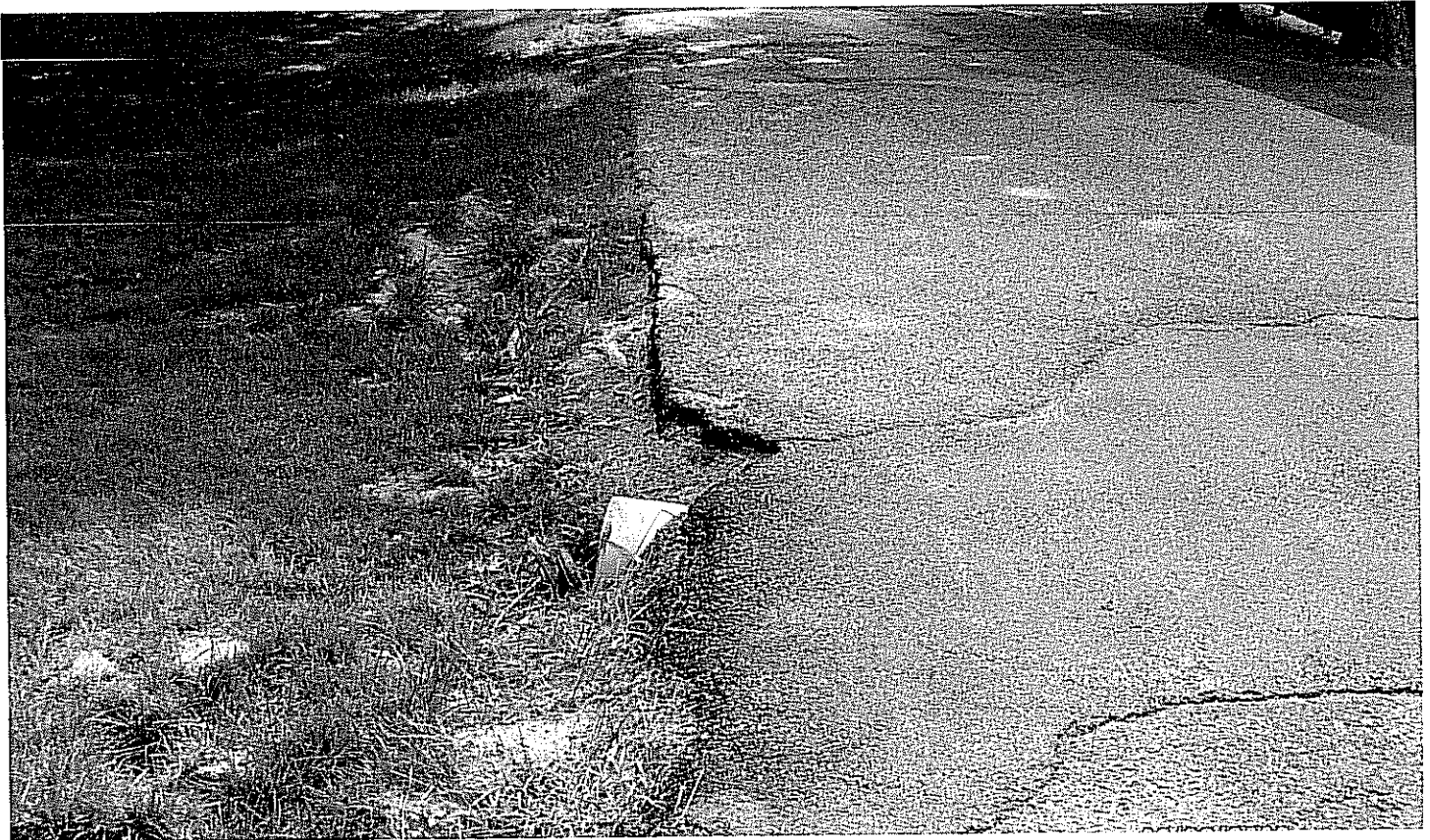
Congress Run
City of Wyoming



Congress Run
City of Wyoming



Congress Run
City of Wyoming



Congress Run
City of Wyoming



09/16/2008

Chassess Run - City of Wyoming



Congress Run
City of Wyoming



Congress Run
City of Wyoming

Wyoming Police Department

GCR #: 177-04

Nature of Complaint: AUTO ACCIDENT

Date: 1/13/2004

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 165 CONGRESS RUN RD

City: Wyoming

Complainant Information

First Name: JOEL

Address:

Last Name: PRANIKOFF

WYOMING / O / 45215

Phone Number:

Responder Information

Responding Officers:

GRUBAUGH

Action Taken

Offense #:

Complainant reported an auto accident with no injuries at the above location involving a school bus and another vehicle. See OH-1 for further information.

Wyoming Police Department

GCR #: 2031-04

Nature of Complaint: AUTO ACCIDENT

Date: 5/26/2004

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 119 CONGRESS RUN RD

City: Wyoming

Complainant Information

First Name: PAUL

Address:

Last Name: CONRAD

Phone Number: 235-6988

Responder Information

Responding Officers:

HERZOG

KIRKLAND

Action Taken

Offense #:

Complainant reported a non injury auto accident at the above location. See accident report for additional information.

Wyoming Police Department

GCR #: 1629-06

Nature of Complaint: AUTO ACCIDENT

Date: 4 /28/2006

Dispatch Times

Police Department

Dispatched: 18:17
Arrive Scene: 18:25
Clear Scene: 19:03

Incident Location

Address: 8 CONGRESS RUN RD

City: WYOMING

Complainant Information

First Name:

Address:

Last Name: PASSERBY

Phone Number: 503-6844

Responder Information

Responding Officers:

WORLD

HOSTIUCK

Action Taken

Offense #:

Complainant reported an auto accident , one vehicle off the roadway. Sgt. Hostiuck requested that Earl's Towing be dispatched for a vehicle with three of the wheels off the pavement, . Officer World advised that the vehicle OH EF24FA, went off the roadway and hit a tree, no crash report needed at this time.

Wyoming Police Department

GCR #: 67-98

Nature of Complaint: AUTO ACCIDENT

Date: 1 / 6 / 1998

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 134 CONGRESS RUN RD

City: WYOMING

Complainant Information

First Name: PAMELA

Address: 134 CONGRESS RUN RD

Last Name: KAMM

WYOMING / OHIO / 45215

Phone Number: 729-4663

Responder Information

Responding Officers:

SMITH

STOLL

Action Taken

Offense #:

Report of an auto crash at the above location. Officers responded and located same. See crash report for further information.

Wyoming Police Department

GCR #: 4754-98

Nature of Complaint: AUTO ACCIDENT

Date: 12/16/1998

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 8 CONGRESS RUN RD.

City: WYOMING

Complainant Information

First Name: J.R.

Address:

Last Name: BLACK

Phone Number:

Responder Information

Responding Officers:

HOSTIUCK

Action Taken

Offense #:

Complainant advised that he hit a wall at the above location. There were no injuries. Sgt. Hostiuck responded. Sgt. Hostiuck advised no damage to wall, but vehicle was damaged. See auto crash report for further.

Wyoming Police Department

GCR #: 4482-02

Nature of Complaint: AUTO ACCIDENT

Date: 11/10/2002

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 114 CONGRESS RUN RD

City: WYOMING

Complainant Information

First Name: MARSHALL

Address:

Last Name: THOMAS

Phone Number: 522-1740

Responder Information

Responding Officers:

BALDAUF

Action Taken

Offense #:

Complainant reported a white vehicle possibly disabled in the upper curve at the above location. Officer responded and advised that the vehicle, OH/C600372, was over the curb, off the road and needed to be pulled out. Owner requested a rotation wrecker. Darryll's responded. See crash report for further details.

Wyoming Police Department

GCR #: 4977-02

Nature of Complaint: AUTO ACCIDENT

Date: 12/16/2002

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 119 CONGRESS RUN RD

City: WYOMING

Complainant Information

First Name: CARRIE

Address:

Last Name: KITZ

Phone Number: 227-0469

Responder Information

Responding Officers:

FELDHAUS

GRUBAUGH

Action Taken

Offense #:

Complainant reported a crash involving a UPS truck and another vehicle, no injuries. Refer to the Crash Report for further details.

Wyoming Police Department

GCR #: 3118-03

Nature of Complaint: AUTO ACCIDENT

Date: 7/18/2003

Dispatch Times

Police Department

Dispatched:

Arrive Scene:

Clear Scene:

Incident Location

Address: 141 CONGRESS RUN RD

City: WYOMING

Complainant Information

First Name: WILLIAM

Address:

Last Name: JOHNSON

Phone Number: 522-2921

Responder Information

Responding Officers:

ALLEN

Action Taken

Offense #:

Complainant reported that a van had struck a wall (along his driveway) at the above location. Officer responded. Officer advised that the striking vehicle and driver had remained on scene. See accident report for further details.



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 4, 2008

Mr. John R. Goedde
Principal
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, Ohio 45219

Re: Congress Run Improvements

Dear John,

Pursuant to your letter regarding the lowering of the roadway for Congress Run, I believe that there will be a conflict with the existing six-inch water line.

As with other similar projects, the existing water lines for Congress Run are under the pavement. The proposed design of the roadway for this street will result in substandard cover for the existing water line. The water line will need to be lowered to have sufficient cover to accommodate the new street grades and proposed curb that you mentioned. Because of its age, lowering is not feasible. A new 8-inch main is required laid below the profile of the existing line if the project is funded.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Huxel", is written over a horizontal line.

Terry Huxel
Director of Public Works



CITY OF WYOMING • 800 OAK AVENUE • WYOMING, OHIO 45215
(513) 821-7600
FAX (513) 821-7952

September 2, 2008

Mr. John Goedde, P.E.
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, Ohio 45219

Re: Waterlines on Congress Run

Dear Mr. Goedde:

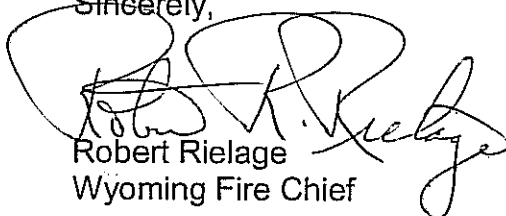
As you are aware, the City's Water Master Plan indicates that the 6" waterlines currently in place on Congress Run are not providing the minimum fire flow requirements.

This causes great concern for our Fire Department, as the lines are not providing adequate pressure to fight fires effectively. Being able to provide our residents sufficient fire protection is obviously extremely important.

It is our recommendation that these 6" lines be replaced with new 8" lines when the construction of this street is underway.

Thank you for your consideration. Please do not hesitate to call me with any questions you may have.

Sincerely,


Robert Rielage
Wyoming Fire Chief

McCRATE CONSULTANTS

1754 Cedar Ridge Drive • Spring Valley, Ohio 45370 • 937-848-8700 Voice • 937-848-7870 Fax

September 9, 2008

Mr. John Goedde
JMA Consultants, Inc.
4357 Harrison Ave.
Cincinnati, Ohio 45211

Subject: Water Master Plan, City of Wyoming Ohio

Dear Mr. Goedde:

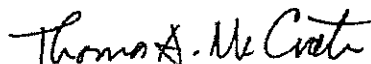
As you are aware, McCrate Consultants prepared a comprehensive water system master plan for the City of Wyoming. The purpose of the analysis was to determine the system's potential for delivering adequate fire flow rates while accommodating growth.

Based upon discussions with the Wyoming Fire Department, the system should be capable of meeting a minimum fire flow of 750 gpm.

The master plan included analysis of the existing 6 inch water main in Congress Run Road. The findings indicate a fire flow of 265 gpm, or only 35% of the minimum fire flow requirement of 750 gpm. The flow results on Congress Run were among the lowest identified in the City.

In our report, we recommend the City replace the existing water main with a new 8 inch main. This project is included as a very high priority that will address the critically low fire flow conditions in this area.

Sincerely,

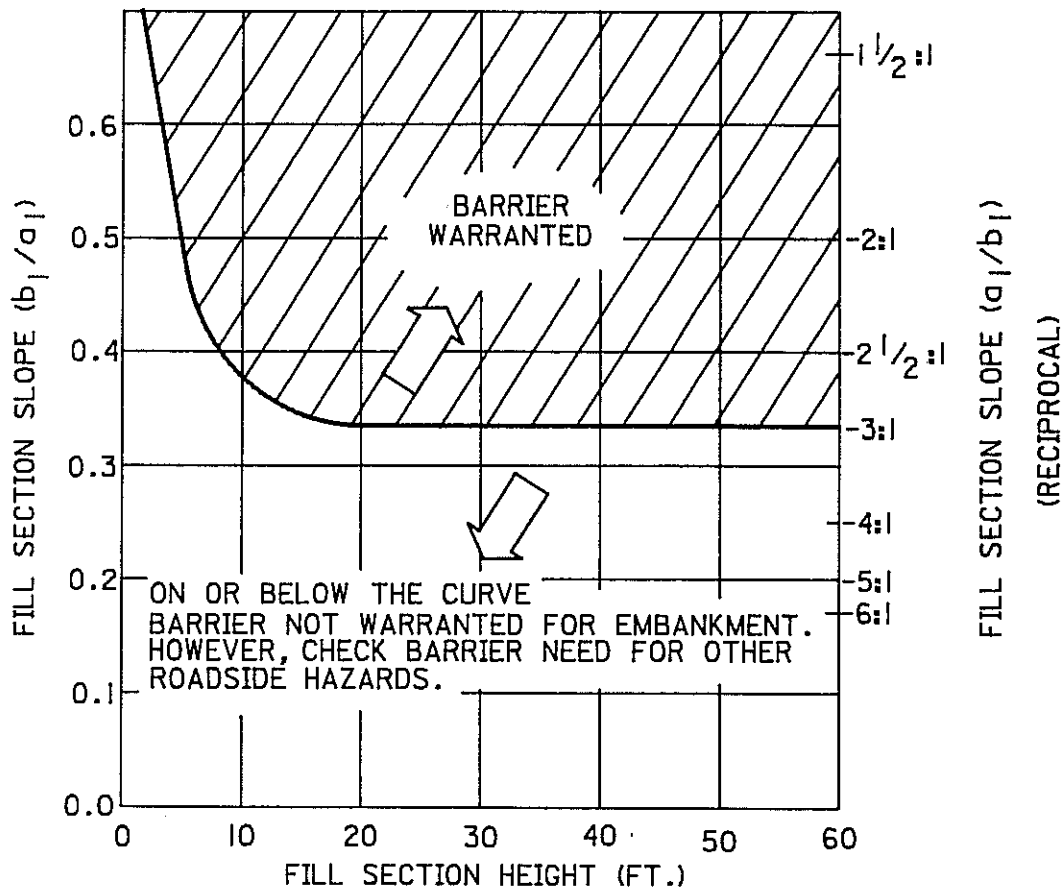
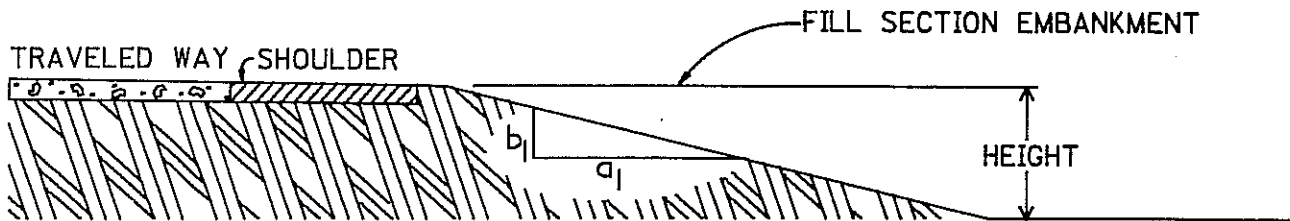


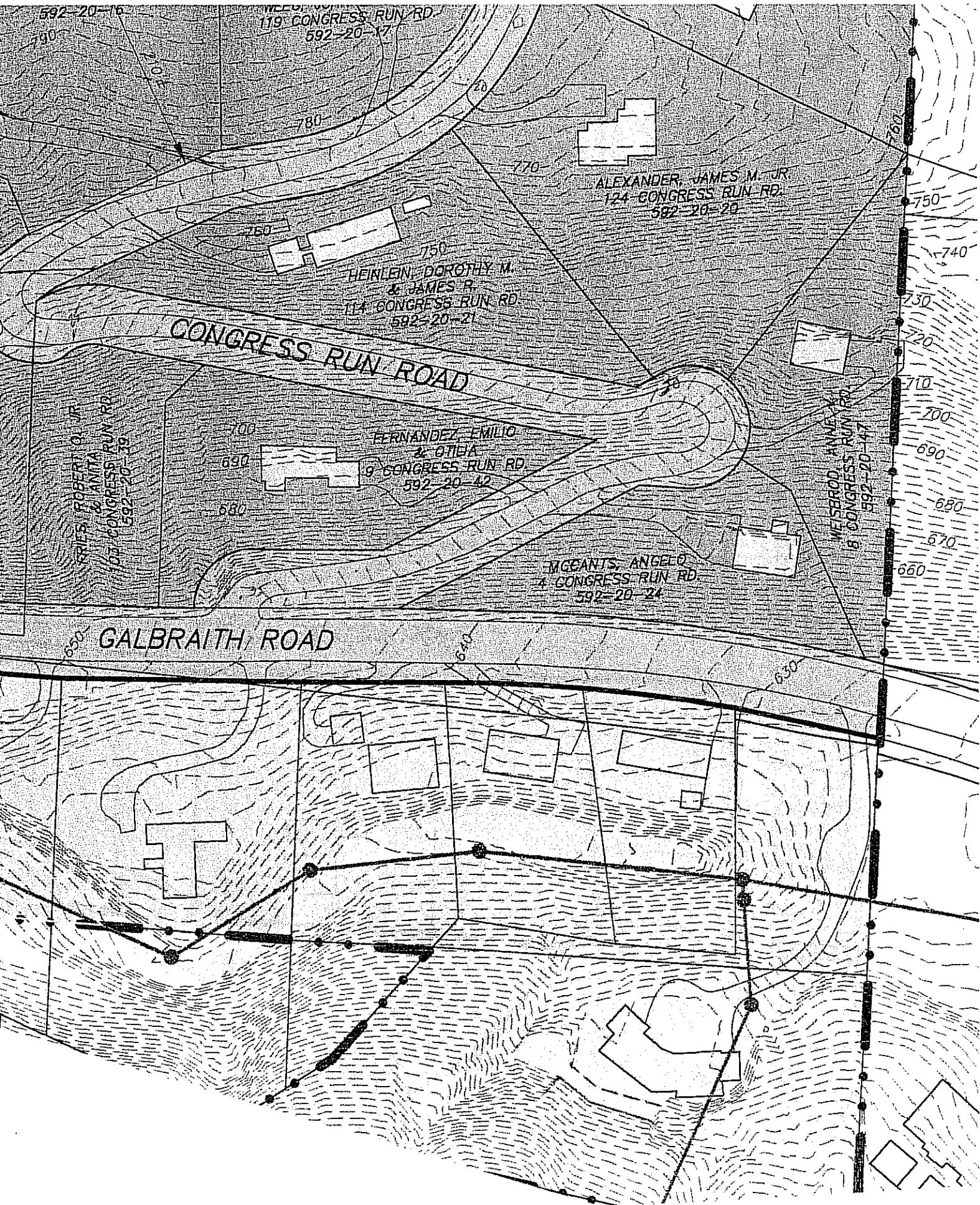
Thomas A. McCrate, P.E.
McCrate Consultants

BARRIER WARRANTS FOR EMBANKMENTS

601-3

REFERENCE SECTION
601.2





ADDITIONAL SUPPORT INFORMATION

For Program Year 2009 (July 1, 2009 through June 30, 2010), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement is deteriorating with severe longitudinal and transverse cracking across the roadway. Records indicate the street was last overlaid in 1980. Asphalt patches are evident over significant portions of the roadway and are evidence of significant maintenance efforts. These repairs are due to delamination of the underlying asphalt as well as extensive base failures along the entire length of the roadway. The fractured pavement and substantial patching allows filtering of surface water to the subgrade, resulting in a soft, moist subgrade that contributes to pavement deterioration. Repairs made one year previous have exhibited significant settlement of approximately 2 inches. This is indicative of subgrade failure. The entire pavement section will be removed and replaced with this project. Additionally, the subgrade will be reconditioned and recompacted to accepted standards to provide a stable foundation for the pavement. The new pavement section will include a granular base and underdrains to accommodate subgrade drainage. The pavement section is not a consistent crown and therefore surface drainage is not well controlled. The new roadway will be constructed to a typical section to better control runoff. Curb will be replaced (in areas where it currently exists) and new curb will be added in areas where none currently exists. This will allow better control of surface runoff with a new crowned street. Catch basins will be added accordingly. The roadway will need to be lowered over a majority of the project limits in order to remove the hump (sight distance issue, see #2) to allow installation of new curb and provide positive drainage to the gutter. This will result in a substandard cover over the existing water line which will need to be replaced accordingly (see attached letter) with the project. The width of the existing roadway varies, typically between 16-18 feet, which is a substandard design element.

This is magnified at the upper end of the project by a sight distance issue due to a hump in the roadway. Currently, mid-block stop signs are installed to regulate traffic. The proposed project will include widening of the roadway, lowering the hump and removing the trees as necessary to correct the design deficiency.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The existing 6 inch water line will be replaced with the project, necessitated by lowering the roadway to correct drainage and sight distance deficiencies (see part 1). This will sufficiently increase the capacity of the water system to bring the fire flows to recommended standards. The existing water system in this area is critically substandard with respect to fire flows. This is specifically documented by a comprehensive water master plan analysis (see attached supporting documentation) prepared for the City of Wyoming. The analysis determined that the fire flows in Congress Run are only 35 percent of the requirement, the lowest in the entire City. The project improvements will alleviate this critically substandard condition. The substandard sight distance (ref. attached pictures) in addition to being a substandard design element (see part 1) is also a safety issue. The City has installed 2 stop signs to help regulate traffic. The sight distance issue will be alleviated by removing the hump and trees. Widening will allow removal of the mid block stop signs (installed for safety reasons) and will safely accommodate two-way traffic. The existing street follows a very steep gradient over an extended distance (approximately 1500 feet). The side slopes fall off from the roadway at extreme slopes. The project will address these safety issues. Concrete pavement is proposed to be installed along the very steep incline. The pavement will be "tined" to better facilitate surface drainage over the long, steep incline. This project will replace catch basins but also includes the installation of new catch basins to improve stormwater runoff collection in the roadway. In conjunction with the "tined" concrete pavement, the project will provide a much safer roadway, especially during winter months (icing) and periods of heavy rainfall when most of the accidents occur (see attached reports). Additionally, guardrail will be added along the low end of the street at areas warranted (ref. attached ODOT Fig. 601-3). The fore slope along the lower sections of Congress Run Road (just above and just below the switchback) are approximately 2-2.5:1 (H to V).

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Congress Run Improvements

Priority 2 Chisholm Trail Improvements

Priority 3 Brooks Ave. & Jewett Drive Improvements

Priority 4 _____

Priority 5 _____

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.)

No participation – Zero (0)%

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on economic growth (be specific).

No significant impact on economic growth

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 29, 2008 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funds are used as the match for this project

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

No Build	Proposed Geometry
Current Year LOS _____	Current Year LOS _____
Design Year LOS _____	Design Year LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

- 10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 5

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 10 Months.

- 11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The project will primarily affect the businesses and the residents of the City of Wyoming.
However the street is utilized as a cut through to areas of Springfield Township via Compton
Road.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1600 X 1.20 = 1920 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax yes Specify type Bond for roadway improvements

**SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: WYOMING
NAME OF PROJECT: CONGRESS RUN IMPRO.
RATING TEAM: 2

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

*PORTIONS ARE BEING RECONSTRUCTED
BECAUSE OF SAFETY CONCERNS
(CRACKED CONCRETE)*

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

UPGRADE WATERLINE

TO 8" Ø - 20 PTS @ 25%

PROJ. COST.

IMP. ROAD SAFETY - 5 PTS @ 75%

AUG = 10 PTS (±)

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

- 10 - Less than 10%
- 9 - 10% to 19.99%
- 8 - 20% to 29.99%
- 7 - 30% to 39.99%
- 6 - 40% to 49.99%
- 5 - 50% to 59.99%
- 4 - 60% to 69.99%
- 3 - 70% to 79.99%
- 2 - 80% to 89.99%
- 1 - 90% to 95%
- 0 - Above 95%

? WATER MAIN BEING
REPLACED DUE TO
ROAD BEING LOWERED

Appeal Score

Criterion 5 - User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

Appeal Score

5 - The project will permit more development

0 - The project will not impact development

Criterion 6 - Economic Growth

Will the completed project enhance economic growth and/or development ~~in the service area?~~

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees ~~to the service area~~. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 40 %

Criterion 7 - Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds - Other").

8) Matching Funds – OTHER List total percentage of “Other” funds _____ %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other
The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
 - 8 - Project design is for partial future demand.
 - 6 - Project design is for current demand.
 - 4 - Project design is for minimal increase in capacity.
 - 0 - Project design is for no increase in capacity.
- Appeal Score**

Criterion 9 – Alleviate Capacity Problems
The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:
Existing volume x design year factor = projected volume

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.
Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.
Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.
No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

- 5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
- 3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
- 0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

*PROVIDES CONNECTION
BETWEEN COUNTY AND
GALBREATH.*

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 – 80% reduction in legal load or 4-wheeled vehicles only

7 – Moratorium on future development, *not* functioning for current demand

6 – 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 – 40% reduction in legal load

2 – 20% reduction in legal load

0 - Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.